

**CISM 39<sup>th</sup> World Military Sailing Championship**  
**May 20<sup>th</sup> – 29<sup>th</sup>, 2005**  
**Brest, Brittany, France**



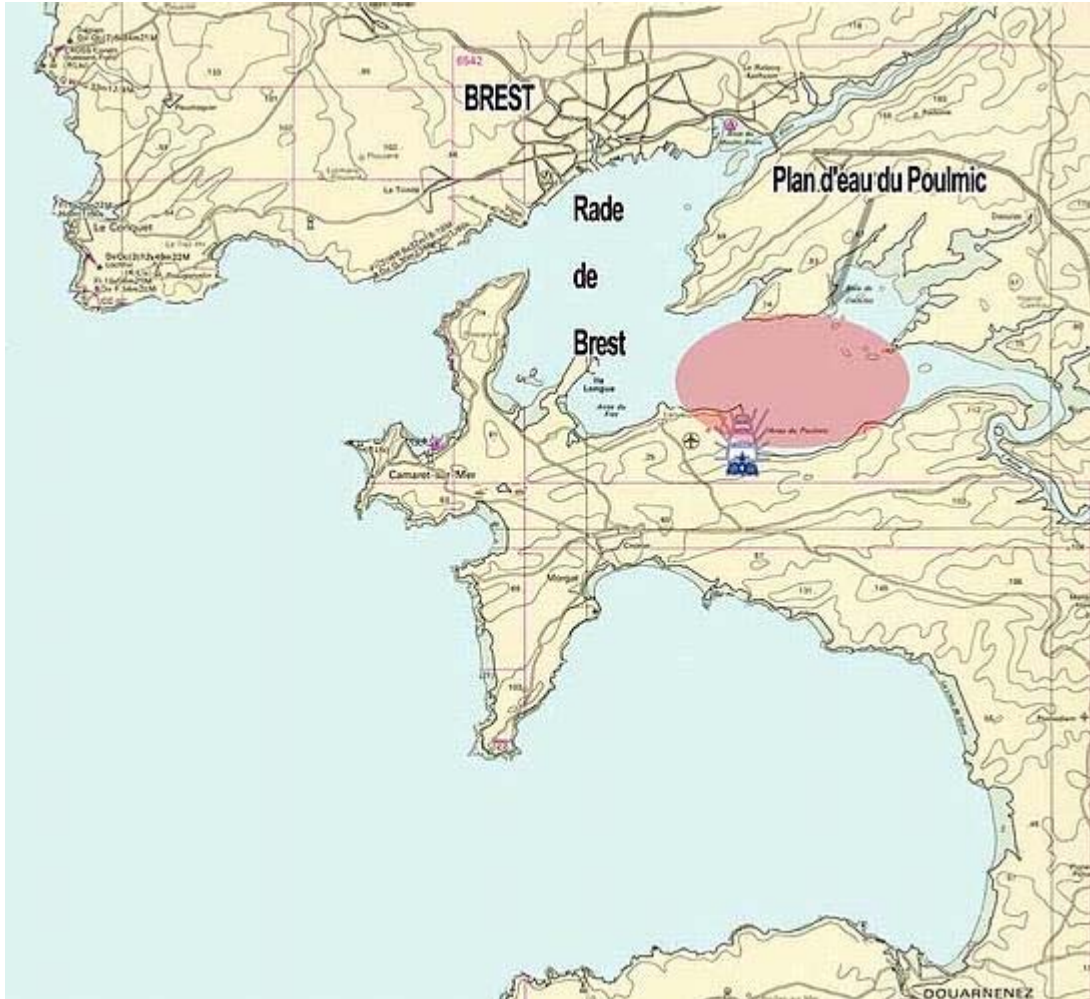
**Chief of Mission**  
**After Action Report**  
**29 June 2005**



**Event Name:** CISM 39th World Military Sailing Championship

**Date:** May 20th – 29th, 2005

**Host Site:** City of Brest, France and the École Navale. The regatta was held inside the harbor, east of the Goulet de Brest, in the waters of the Rade de Brest between the city of Brest, France to the north and the École Navale to the south. This is the area highlighted in red in the chart below.



This area of France is known for its variable, wet weather and huge range of tide. The Rade de Brest has some very strong and shifty currents. It is fed by two rivers and the water turns salty and brackish with the currents and tides. Currents of eight knots have been observed at the harbor entrance, the Goulet de Brest.

**Chief of Mission:** Captain Michael K. McVay, USN  
**Phone:** CAPT McVay - (Work) 858-514-9931



**CAPT McVay logging in a first place finish for Team USA.**

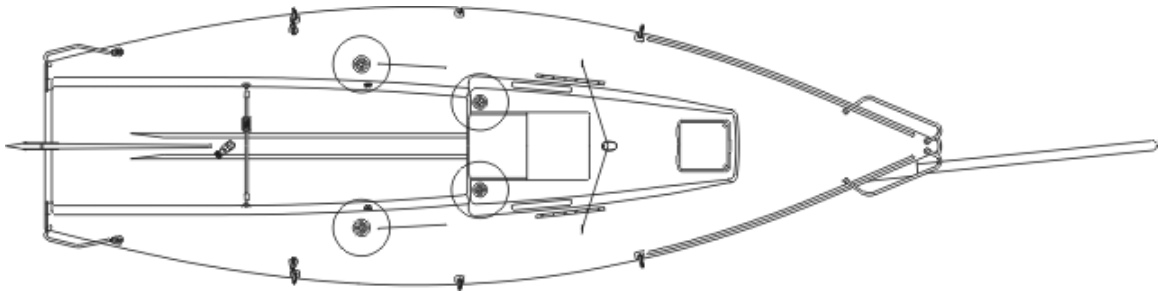
**US Armed Forces Representatives In Attendance:**

<b>Name:</b> Captain Michael K. McVay U.S. Naval Academy Information Officer	<b>Service:</b> U. S. Navy
<b>Name:</b> Commander Charles Pucciariello Pilot, Naval Reserve Center, Boston MA	<b>Service:</b> U. S. Navy
<b>Name:</b> Lieutenant Commander Keith Davids Aide, Office of the President	<b>Service:</b> U. S. Navy
<b>Name:</b> Lieutenant Rodman Burley Launch Catapult Officer, USS Abraham Lincoln	<b>Service:</b> U. S. Navy
<b>Name:</b> Lieutenant Nicholas Cromwell Intelligence Officer, USCGHQ Washington, DC	<b>Service:</b> U. S. Navy

**Team Composition:**

Captain Michael K. McVay, USNR – Chief of Mission  
Mr. Pat Healy, USNA Sailing Coach – CISM Sailing Technical Committee  
Mr. Gavin O'Hare, USNA Sailing Coach – Team Coach  
Lieutenant Commander Keith Davids - Helmsman/Skipper  
Commander Charles Pucciariello USN – Foredeck/Mast  
Lieutenant Rodman (RD) Burley, USN – Tactician  
Lieutenant Nicholas Cromwell, USN – Sail Trimmer

**Equipment:** The regatta was sailed entirely in the international class J/80, built brand new for the French Navy just in time for this regatta. The boats will be used for sail training in the French Navy following the regatta.



J/80 (deck layout)



J/80 (sail plan)





**Medals Ceremony, USA - Gold, Germany – Silver, France – Bronze**

**Scores of all Competitions and Final Team Standings:** Team USA finished First Overall (Gold Medal). The complete standings are enclosed (page 6).

**Quality of Competition:** The quality of the sailors competing in these World Championships was very high. As an example, this is what I could find out on the International Sailing Federation web site about some of the competitors:

Slovenia: Skipper, Vesna Dekleva and Crew, Klara Maucec are currently ranked 9<sup>th</sup> in the ISAF World Sailing Rankings in the 470 Class - Double-Handed Dinghy Women. Both placed 4<sup>th</sup> in the 2004 Olympics in Greece and second in the 470 World Championships in 2004. Vesna sailed in the 1996 Olympics in the Europe dinghy.

Germany: Skipper, Michael Fellmann is currently ranked 9<sup>th</sup> in the ISAF World Sailing Rankings in the Finn - Single-Handed Dinghy Open. He has sailed in the 1996, 2000, and 2004 Olympics. He has placed first in the Finn German Open Championship in 1994, 1999 Malcesine Finn Cup, and the 2000 Olympic Garda.

Finland: Erkki Heinonen, Olympic alternate sailor in the Star Class 2004.

France: Skipper, Thomas Le Breton, Placed first in the 2002 and 2005 Europa Cup in the Laser Class and placed third place in the ISAF Youth World Championships in the Laser Class. Crew, Victor Lanier is a former world class 420 Class sailor and is currently ranked 135<sup>th</sup> in the ISAF World Match Racing

Rankings. Crew, Julie Gerecht is currently a member of the French Olympic team in the Yngling Class.

Place	Identity	Concurrent	Pts Ret	Pts Tot
1	11 FRA 648	 USA	22.00	40.00
2	10 FRA 647	 GERMANY	28.00	50.00
3	18 FRA 712	 FRANCE	31.00	66.00
4	06 FRA 643	 FINLAND	32.00	48.00
5	02 FRA 638	 NORWAY	37.00	60.00
6	19 FRA 717	 SPAIN	41.00	60.00
7	09 FRA 802	 ITALY	55.00	91.00
8	13 FRA 699	 POLAND	55.00	78.00
9	21 FRA 721	 SLOVENIA	70.10	95.10
10	12 FRA 649	 CANADA	72.00	94.00
11	16 FRA 710	 RUSSIA	92.00	128.00
12	08 FRA 645	 PAKISTAN	93.00	128.00
13	14 FRA 640	 BRAZIL	98.00	135.00
14	17 FRA 711	 DENMARK	115.00	151.00
15	01 FRA 628	 ARGENTINE	119.00	153.00
16	07 FRA 644	 TURKEY	121.00	160.00
17	03 Fra 639	 BULGARIA	155.00	188.00
18	15 Fra 709	 ALGERIA	150.00	188.00
19	05 Fra 642	 SOUTH AFRICA	158.00	199.00
20	20 Fra 719	 LIBYA	169.00	211.00

### Final Standings

**Event Summary:**

**Friday Arrival [20May05]** - Coach Gavin O'Hare had arrived with his wife several days prior to the event and met us in Brest. Pat Healy had also arrived a few days earlier to attend meetings of the CISM Sailing Technical Committee. The rest of the team, CDR Charles Pucciariello, LCDR Keith Davids, LT RD Burley, LT Nick Cromwell, and I arrived safely late in the morning after an all night series of flights from the USA.

**Saturday, Opening Day [21May05]** – Mr. Healy, LCDR Davids, Coach O'Hare and I attended the Introductory Lecture and Skipper's Meeting in the morning. The boat assignments were drawn by various French officials from slips of paper in the silver championship cup. Team USA was assigned hull number 11 and Sail number 648. I volunteered and was elected to serve as one of three members of the Appeal Jury. No US Athletes were nominated to the CISM Athletes Council as the subject was not mentioned.



**The Opening Ceremonies were inside due to inclement weather.**





**Team USA Boat, Hull # 11 and Sail# 648**



**Team USA Boat with Ecole Navale in background**



**Sunday Practice Sail [22May05]** - After the team was satisfied that all the discrepancies with the boat were corrected and the rigging was tuned for speed, they all suited up for a practice sail in moderate breezes and overcast skies. They paid particular attention to the buoys listed in the race instructions for mark roundings, the current strength and directions, and local wind conditions. They spent a good deal amount of time practicing sail handling and sailing fast.



Team USA heading to the boats.

The coaches were allowed on the water in a coaches boat but Coach O'Hare had few opportunities to observe the team at close quarters. After a few hours of sailing, rig tuning, practice tacks, jibes, and sail shape fine tuning, we headed back to the dock.



Coach Gavin O'Hare looking the boat over.

**Monday First Races (1, 2, and 3) [23May05]** - Race Conditions: the weather started out sunny with light winds out of the north. Racing was not started until the sea breeze filled in out of the west after 1200. The first race started at 1230 with westerly winds at 8-12 knots. There were scattered low cumulus clouds and some high stratus clouds. The winds increased for races 2 and 3 with a steady 12-15 knots at the start of race 3. All 12 races over four days were conducted over the same course area with the marks adjusted to meet the wind conditions. The course signaled for all races on Monday was the “Banana” course, a windward, leeward, windward, leeward, reach finish using mark “gates” at the windward and leeward ends. Most races were completed in about 60 to 90 minutes.



Putting on sunscreen at the pre-race Skipper's Meeting.

**Race Results:** Race 1 – This race started at about 1115 in partly cloudy skies and 12-15 knots of breeze out of the southwest. The wind velocity increased throughout the race to 15-18 knots and Team USA had a few sail handling lessons to be learned in this race. With a good start, they rounded the first gate in first place and lost a few boats at the mark roundings when the spinnaker sail sets and takedowns were not as good as they need to be. USA gained on the third leg upwind, lost a few boats downwind and finished very close to Spain in seventh place. Team USA looked very fast upwind and gained on some boats. But they need to work on the angles downwind due to the reaching sailing angles with the asymmetrical spinnaker on the J80. Germany took first place, with Finland, France, Norway, and Italy behind.



**Team USA sailing fast in Race #1.**

Race 2 – This race started at about 1235 in winds out of the southwest at 15-18 knots. Team USA was in third place at the first windward gate behind Slovenia, and France. I was not able to observe the rest of the race as the Chiefs of Mission Boat anchored so far away from the course, it was impossible to tell what was happening on the race course. USA finished race 2 in 1st place with France, Italy, Germany and Finland behind.



**Helmsman/Skipper – LCDR Keith Davids.**



Race 3 – I did not see race 3 at all because we were taken ashore early. I stated my dissatisfaction (with a few other Chiefs of Mission) to the French officials and this was remedied in the remaining days. USA held a consistent lead from the start and was able to defend it throughout the race. They finished in 1st place with Spain, Norway, Finland and Canada behind. France was determined to be over the starting line early and was disqualified from the race.

Standings at the end of the day: **(1)** USA – 9 points, **(2)** Finland -- 11 points, **(3)** Norway – 13 points, **(4)** Italy 14 points. Low score wins.



**All boats put away after the first day of racing.**

### **Tuesday Races (4, 5, and 6) [24May05]**

Race Conditions: The weather forecast for the day was for heavy winds 20-25 knots in the morning from the southwest decreasing in the afternoon to 10-15 knots. The high tide was at 0600 of 6.75 meters, the low tide was at 1220 of 1.2 meters – a range of 5.55 meters in six hours (over 15 feet). The current was ebbing to slack during the first race then started to flood in for the afternoon. The current was very strong in several places on the course.



**Race # 4 won by France. This was long race around the bay which gave an advantage to local knowledge of winds and currents.**

Race Results: Race 4 – The race was started at 1105 in winds of about 5-8 knots out of the southwest with overcast skies. The race committee signaled the course would be the “inshore course”, a round the harbor tour. At the first mark Germany was in first with USA second and France third. The wind continued to increase as the race progressed with 20-25 knots in light rain on the last few legs. USA and Germany headed for an incorrect mark while France (initially behind) steered for the correct mark and was able to drive over both Germany and USA. All boats had their hands full trying to keep the spinnaker flying and several teams ripped the sails with poor sail handling. Top six results: France, Germany, Finland, USA, Finland, Slovenia. In this race, local knowledge was a key factor in the finish positions.



**Race # 5 just after the start. Team USA is at the far left (to windward on starboard tack)**

Race 5 – This race was started in heavy winds of 20-25 knots and under overcast skies at 1325. The course was signaled as the “banana” course. USA rounded the first gate back in the pack. By the end of the second windward leg they had moved themselves up to sixth place. Top six results: France, Germany, Finland, Italy, Slovenia, USA.



**Team USA on a screaming reach in Race #5 heavy wind.**





**Sail Trimmer – LT Nick Cromwell**

Race 6 – This race started in a steady 25 knots of wind at 1435. The course was signaled as the “banana” course. The first windward gate was very crowded (all boats very close together) and USA rounded in sixth place. By gate three, USA had worked up to third place. France passed USA just before the finish for third. Top six results: Germany, Spain, France, USA, Poland, Italy.

Standings at the end of the day: (By total points) **(1)** Germany – 21 points, **(2)** USA -- 23 points, **(3)** Finland – 27 points, **(4)** France -- 32 points, **(5)** Spain – 36 points, **(6)** Norway – 37 points. *(With one throw out race\*)* **(1)** Germany – 10 points, **(1)** France -- 10 points, **(3)** USA – 16 points, **(4)** Finland - 19 points, **(5)** Norway – 24 points, **(5)** Italy – 24 points. Low score wins.

\*Note: The racing instructions allowed each competitor to throw out the results of their worst races for every five races completed. The regatta is a minimum of three races. This rule compensates for possible boat breakdowns and accidents. The total points (low score wins) must be tabulated to determine standings each day and the regatta end score must be evaluated with the effect of three two-out races deducted from the total point score.



**Tactician – LT RD Burley**

**Wednesday races (7, 8, 9, and 10) [25May05]** - Race Conditions: The wind was predicted to be light out of the south at 5-10 knots all day. Low tide was at 1303. This was a sunny day with scattered clouds forming in the afternoon. Morning breezes were very light.

Race Results: Race 7 – The first attempt at this race was started at 1130 in 3-5 knots of wind out of the east on an ebb current. Germany fouled USA at the start and completed the penalty turns which put them way back in the back. At half-way to the first windward gate Finland was in first with USA in close second. Germany and France were way in the back of the field. The race was cancelled due to light and shifty winds.



### **Race 7 second start**

The second attempt was started at 1250 with the wind filling out of the south at 5-8 knots. The current was almost slack. At the first windward gate Germany was in first with USA very close in second. France was in the back in eighth. On the downwind reaching France went to the opposite side of the course and gained on several boats to round the leeward gate in third place behind USA, then Germany.



**Race 7: Team USA approaching the leeward gate turning for the finish.**



Team USA sailed a very smart windward leg and increased the lead on Germany and France. Norway and Finland were able to make up ground and round right behind USA. Norway and Finland were very fast downwind. Norway took the lead from USA and in a photo finish USA held the lead over a hard charging Finland to finish second. Top six finishes; Norway, USA, Finland, Spain, France, and Germany.

Race 8 – This race was started at 1400 in clear skies with the wind continuing to oscillate out of the south at 8-10 knots. Strong wind lines with pronounced shifts were evident as well as a strong flood current building throughout the race. At the first windward gate France was in first followed by Turkey, Poland, and USA. Heads up sailing by Team USA enabled them to play the current and shifts and gain on boats on every leg. By the finish USA was in first, Finland in second, and France third. The next boats were Poland, Turkey, Italy, and Germany.



**Race 8: Team USA approaching the leeward gate in first place (Dark Red Spinnaker)**

Race 9 – This race was started at 1520 in the same conditions as race 8 but a stronger current. There was a general recall at the first start and the start sequence was started all over again. The sailors reached the first windward gate at 1545 with Germany in the lead and USA in second. Germany and USA fought a good hard duel throughout the rest of the race but Germany was able to hold on to the lead at the finish. The top six boats; Germany, USA, Norway, Finland, Spain, France.



**Mast Man – CDR “Pooch” Pucciariello**

Race 10 – The committee boat decided to squeeze an extra boat in and started the last race of the day in similar conditions. The first start was a general recall and a restart. The second start was off at 1703. USA started at the pin end of the line in heavy, slower traffic and got buried by the fleet. It was a struggle in bad air for the rest of the race but they were able to battle back and gain a few boats. The top six boats; Spain, Norway, Poland, Finland, Germany, and Italy.

Standings at the end of the day: (With two throw out races\*) **(1)** USA – 21 points, **(2)** Germany – 22 points, **(3)** France -- 24 points, **(4)** Finland – 27 points, **(5)** Norway – 32 points, **(6)** Spain – 36 points.

**Thursday Races (11, and an attempt at 12) [26May05] - Race**

Conditions: This was a frustrating day, weather wise. The weather forecast was for light and shifty winds out of the southwest at 3-5 knots in the morning shifting to 5-10 knots out of the west in the afternoon. Low tide was at 1349 so the tide was going out in the morning and coming back in the afternoon.

Race Results: Race 11 – Before the race LCDR “Pooch” Puciariello was heard to say (for the 11<sup>th</sup> time), “this is the most important race of the whole regatta.” The first race of the day started at 1106 in overcast skies with the winds out of the southwest at 3-5 knots. The race was finished over an hour later. At the first windward gate Team USA was in the lead followed by Finland, Spain, and Norway. Team USA sailed a brilliant race and was able to extend their lead over every leg of the course. They finished alone in first with a very convincing win putting a capstone on the regatta. France and Germany finished 13th and 11th. At this point, it was mathematically impossible for team USA to finish anywhere but first and the smiles were evident on the boat.



**Lost of smiles and thumbs up on Team USA as they realize they have won the regatta after Race 11.**

Another race was attempted at 1450 in overcast skies with the wind out of the west at 5-8 knots. The current was on a maximum flood at 1-2 knots. Shortly after the start the wind dropped to puffs. Team USA went right to escape the current, and then played the middle to get some wind. With USA in a very commanding position, the race was abandoned and all boats headed in to the dock.



**Thursday evening CISM Sailing Technical Committee Meeting with Participants** – The CISM Sailing Technical Committee hosted an evening meeting after dinner to discuss the future of CISM Sailing. There will be a change in the Sailing Regulations promulgated shortly (in 2005). Some points:

- There will always be an International Jury
- There will always be an International Race Officer
- CISM Sailing will abide by the International Sailing Federation (ISAF) regulations
- Sailing Instructions will be in the ISAF format
- Management will be moved to the Technical Committee
- Chiefs of Mission will be required to sign a form declaring all participants are members of the military and will abide by all rules – the penalty for failure to sign will be no participation.
- The Athletes Council is cancelled.
- Calendar for the out years:
  - 2006 – India, South east coast, 1<sup>st</sup> two weeks in December. The boat is not decided and India did not participate. This may be cancelled. CISM will decide by October 2005.
  - 2007 – Hidelabad, India, with the Military World Games. Boat may be the J/24.
  - 2008 – Denmark in Ynglings
  - 2009 – Turkey
  - 2010 – Argentina
  - 2011 – 5<sup>th</sup> World Military Games
  - 2012 – USA or Pakistan
  - 2013 – South Africa



**Race 12 attempt on Friday morning.**

**Friday Race (an attempt at 12) [27May05] –**

Race 12 – the final race attempt of the regatta started with the lightest winds of racing after several hours of waiting. The weather was clear skies with a sea breeze filling in from the southwest at 5-7 knots. The current was at maximum ebb. After one start attempt and several wind shifts and course changes, the race committee decided to end the regatta at 11 races.



**Team USA In a good mood waiting for wind and a possible Race 12.**

**Friday Closing Ceremonies [27May05]** – The Closing Ceremonies were held in the late afternoon and were well attended by local dignitaries, military and all teams. A good time was had by all Americans. It is truly a thrill and privilege to stand at attention (in a foreign country -- France no less), salute the red, white, and blue of the American Flag and hear the National Anthem played by a live band with bagpipes – just awesome.



**Team USA with the Regatta Trophy.**





**Team USA posing with Team Libya before the medals ceremony.**

**Friday Gala Dinner [27May05]** – Later that evening we boarded buses for the Naval Hotel where the Closing Gala was to be held. The many course dinner was excellent, the entertainment was good. All athletes and team members were well behaved and a good time was had by all.



**Team Libya, competing for the very first time, enjoying the Farewell Dinner.**

**Friday Cultural Day at Mont St Michel and Saint Malo [27May05]** – the cultural day consisted of a bus trip to the city of Saint Malo and to the island fortress of Mont St Michel, about three hours north east of Brest. This ended up being a very long day for all teams and resulted in a very early wake up call the next morning to get to the Brest Airport before the first 0630 flights. Some teams opted out of the cultural day.



**Cultural Day participants in front of the island fortress of Mont St Michel.**

Signed,

Michael K. McVay  
Captain, U. S. Navy

Copy to:

Armed Forces Sports Working Group

Armed Forces Sports Council

U. S. Chief of Delegation, MGEN James J. Lovelace, USA

Navy Sports Millington, Tennessee

US Naval Academy, Sailing Coach, Mr. Pat Healy

US Naval Academy, Sailing Coach, Mr. Gavin O'Hare

\* Thanks to the French Organizing Committee for the 39<sup>th</sup> WMSC for providing many of the photographs used in this document in their CD-ROM to all competitors. Other photographs were taken by Captain McVay.